



Winchester Local Cycling and Walking Infrastructure Plan (City Focus)

Consultation draft

January 2025



Hampshire
2050

January 2025

Aims of this session

- Brief overview of the project, current stage and next steps;
- To provide information about the consultation process and how to get involved;
- A chance to ask questions about the consultation;
- This session is not for comments on the content of the LCWIP. Any comments regarding specific cycle routes/walking zones/potential interventions or other elements of the LCWIP can be given by completing the consultation;
- The slides will be circulated after the session;
- The session won't be recorded;
- Opportunity for questions at the end – please use the raise hand function.

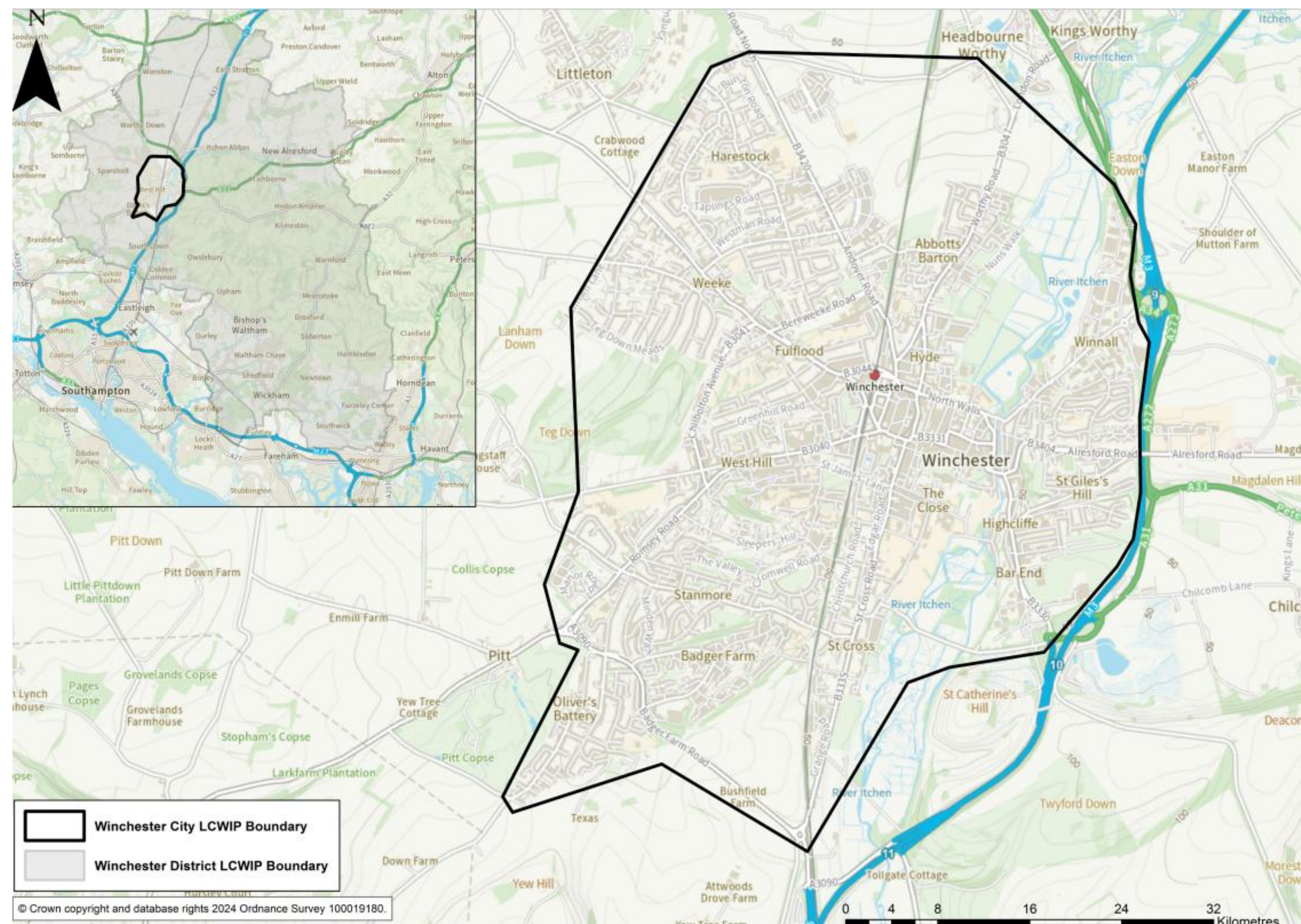
Background – Local Cycling and Walking Infrastructure Plan (LCWIP)

What is an LCWIP?

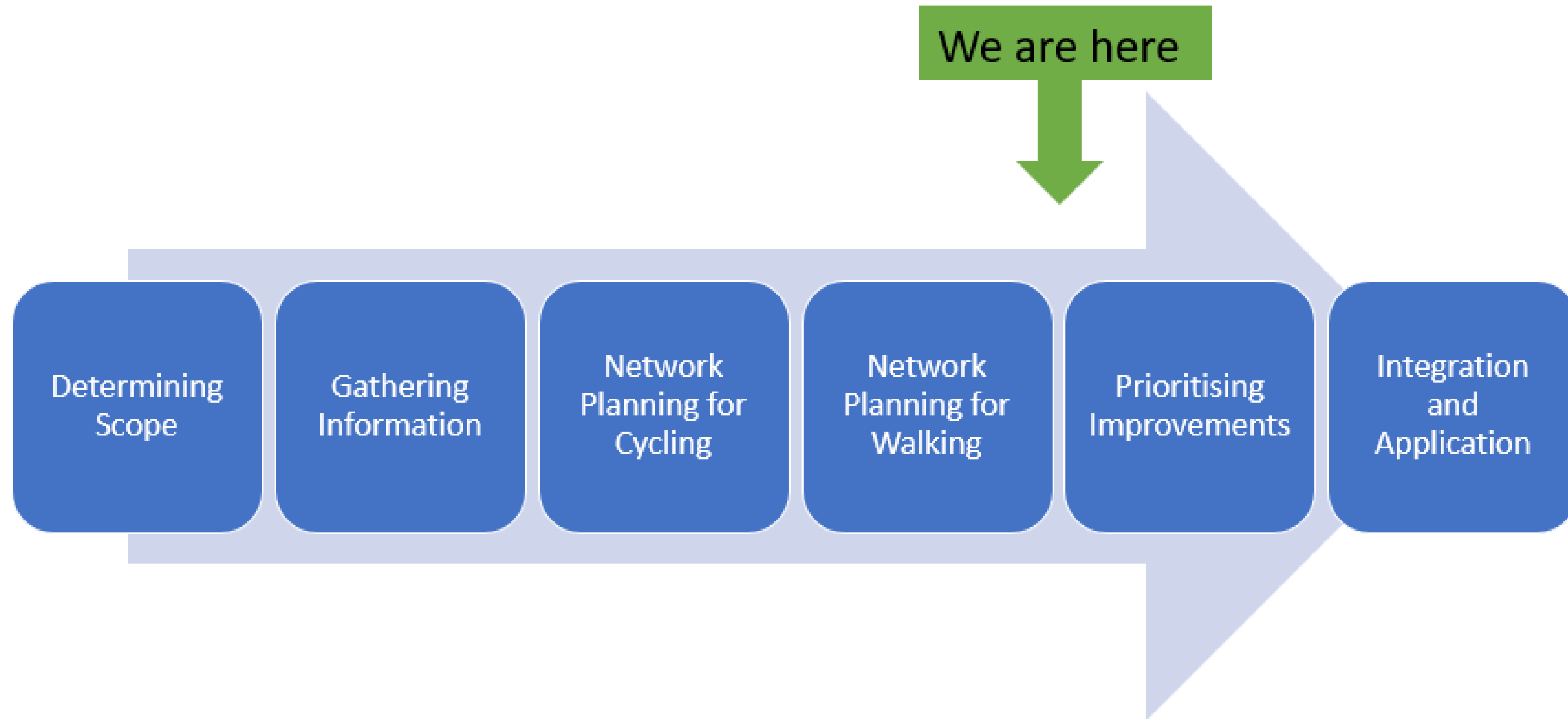
- Provides a strategic approach to identify cycling and walking improvements at the local level;
- Sets out walking and cycling priorities.

Why do we need an LCWIP?

- Climate Emergency;
- Carbon Neutrality Action Plan;
- The Local Plan;
- Linkages into adjoining LCWIPs;
- LTP4;
- Active travel funding bids;
- This is the second part of the Winchester LCWIP.



The LCWIP process



The Consultation

- Consultation will be open for 8 weeks starting on Monday 13 January 2025 (opens midday) - Sunday 9 March (11:59pm)
- Will be online using our ViewPoint platform and a paper copy of the LCWIP at the WCC office (with a computer made available to submit responses)
- Can also submit responses by email to engagement.feedback@hants.gov.uk
- Link to the ViewPoint site will be sent out to all stakeholders and will be available on the HCC website on Monday 13 January along with a copy of this presentation. WCC will signpost to the HCC webpage
- Will go out on the HCC and WCC social media channels.

What does the consultation cover?

- View a copy of the draft LCWIP – including cycle routes and core walking zone
- Survey questions and a drop pin map
- Snap survey asks about:
 - current walking, wheeling and cycling habits
 - barriers to walking, wheeling and cycling
 - prioritisation of cycle routes and walking zones
 - how the LCWIP could potentially affect their habits
 - demographic questions – gender, age, location, children at home, disability, ethnicity

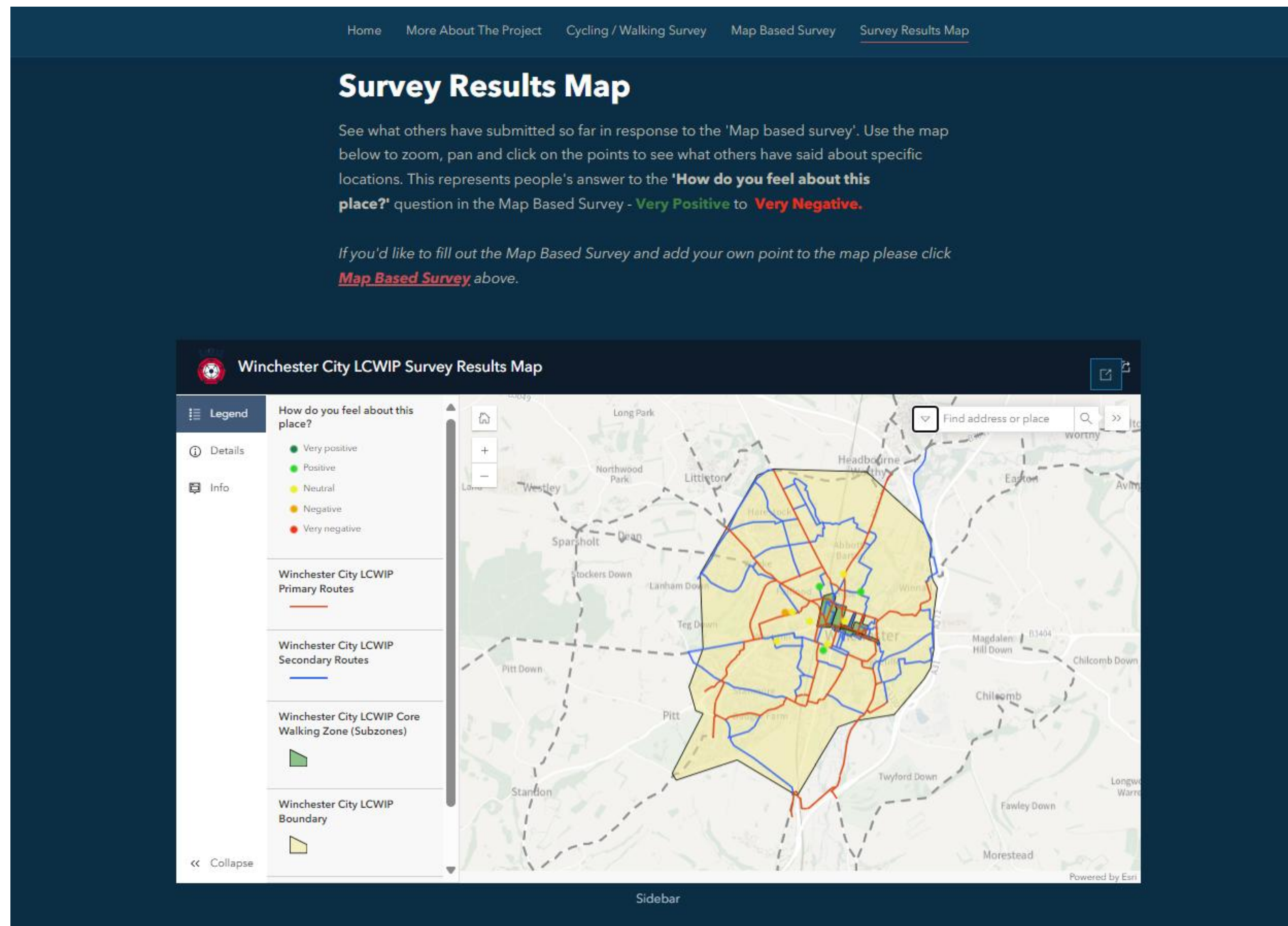
ViewPoint – overview

Landing page – LCWIP document, explanation of what an LCWIP is
Three options

1. Survey questions (Snap survey embedded in the page).
2. Leave a comment on the map – what do you like/ dislike, what would you like to see changed, further comments.
3. Results map – see what others have said.

engagement.feedback@hants.gov.uk

There is a video on the ViewPoint page which shows people how to navigate and respond to the consultation.



Contents

- Two sections – first covers background, policy, methodology and introduces the cycling network and walking zones;
- The second section contains the cycle route and core walking zone audits and potential interventions.

Winchester City LCWIP

Description of the City of Winchester

Winchester City² has a population of around 45,200 residents and 8,200 students. It is located on the western side of the District and is approximately 2,000 hectares in size. Winchester City Council is the Local Planning Authority and Hampshire County Council is the Highway Authority.

Winchester City is comprised of the City Centre and the surrounding urban areas of Badger Farm, Oliver's Battery, Littleton, Harestock and Barton Farm. The key features of the City Centre include the High Street, which is mainly comprised of retail and business units, the Cathedral and a number of public open spaces.

Much of the City Centre layout is a legacy of historical urban planning, particularly from the 9th to 12th centuries, which has influenced today's public realm and the historic setting of the city. Winchester city centre contains a range of uses and functions which are often grouped into distinct 'quarters' such as civic, leisure, entertainment and retail quarters, and a cathedral close area. The public realm plays a significant role in providing the setting for each of these quarters and in connecting them together via the pedestrianised High Street. Whilst Winchester comprises a rich built heritage and areas of high-quality public realm, large portions of the City Centre, particularly those north of and west of

the pedestrianised High Street are dominated by vehicle movements.

The road network in the City Centre includes a one-way system and many of the roads and pavements are narrow owing to the historic nature of much of the city. The levels of traffic that use the city exceed the capacity of the transport network.

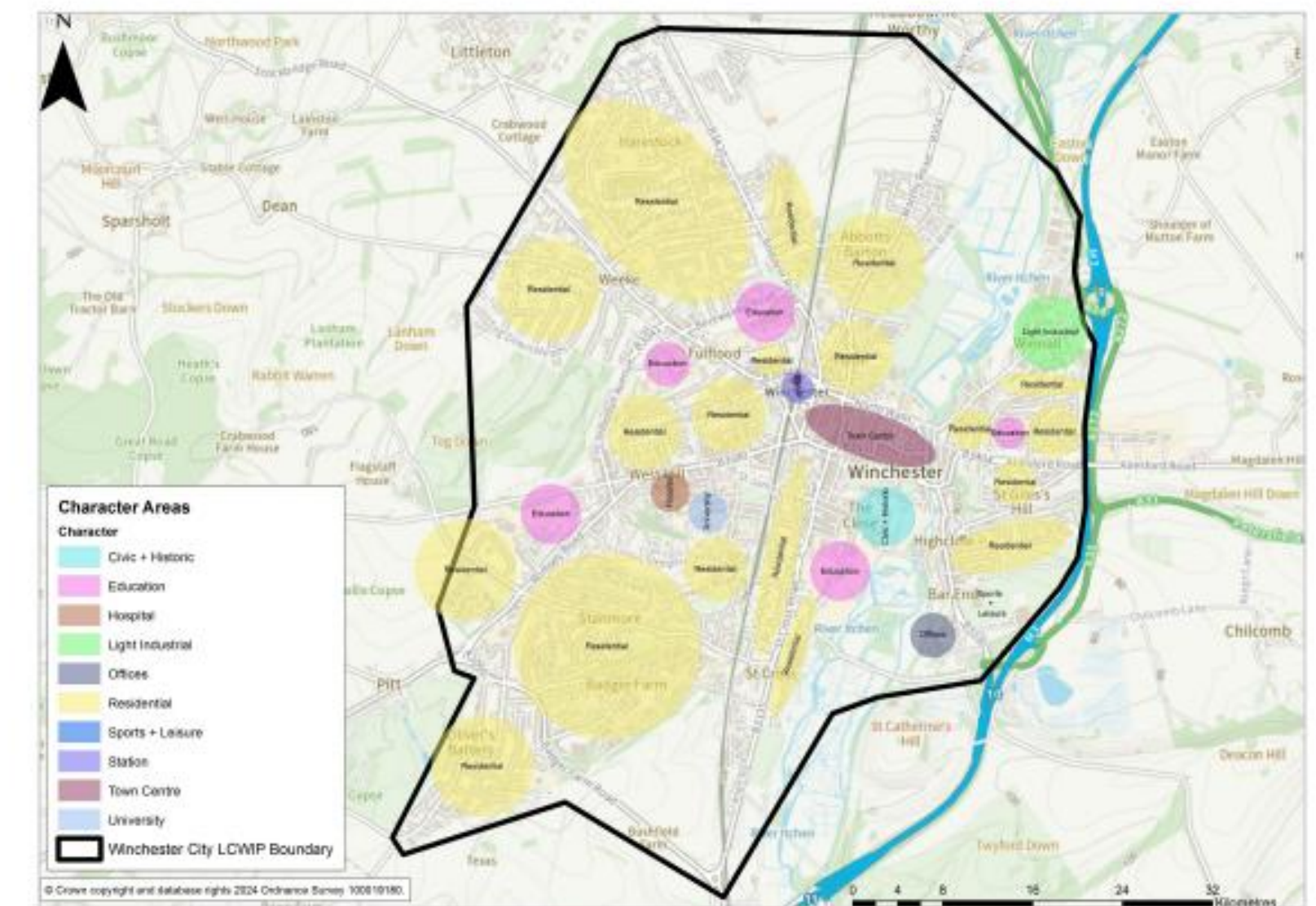
The River Itchen runs through the city, to the east of the City Centre. There is also a mainline railway which runs through the city north to south. Due to the railway and river, there are a number of bridges and tunnels which form barriers to people walking and cycling.

The road network, railway line and river all contribute to a high level of severance in Winchester City.

The areas adjacent to the City Centre are mainly comprised of housing, education (and associated student accommodation), local shopping areas, a hospital, prison, sports and leisure park and a number of open spaces and sports pitches. Figure 2 includes the main land uses in the city, showing the general composition of the area in land use terms³.

The South Downs National Park borders the city on its eastern side and there are links for people walking from the city out onto the South Downs Way,

which is a 160km trail from Winchester to Eastbourne in East Sussex⁴.



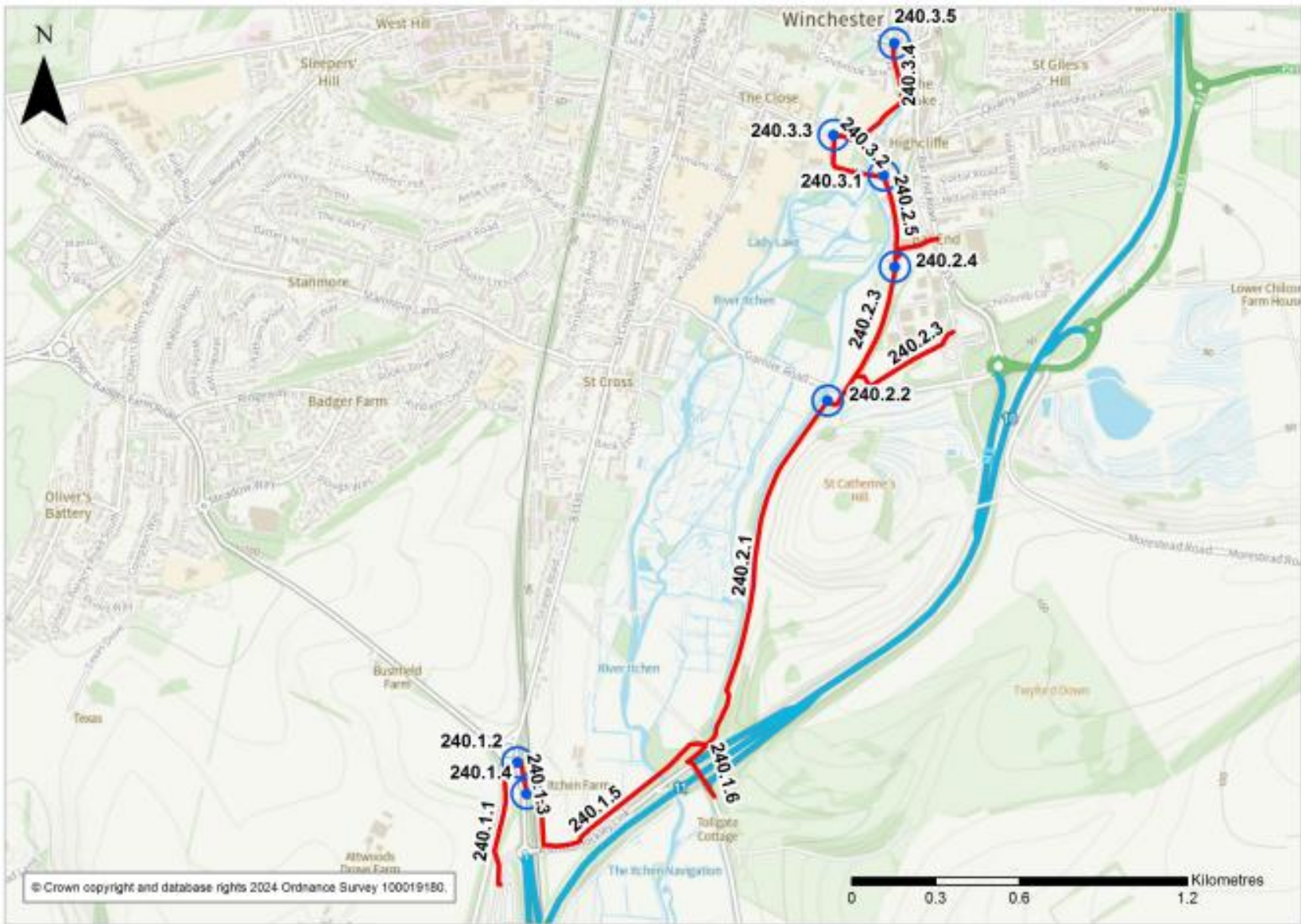
² For the purposes of this document Winchester City is the area covered by this City Focus LCWIP, any reference to the city centre will be referred to as such.

³ This figure has been recreated from a map produced in the Mini-Holland Feasibility Study

⁴ [South Downs Way – National Trails](#)

Cycle route - example

Route 240: Park and Ride South to City Centre (via Bar End)



The route has been split into three sections, reflecting the change in character at each point. There are also three spurs along the route which connect into key trip attractors.

Route description

This section of the route starts at the South Winchester Park and Ride and continues northbound on the shared use path along Otterbourne Road where it meets the St. Cross Roundabout. Here the route crosses the Hockley Link and follows the shared use path southbound for 110m until the Itchen Farm entrance. The route enters at Itchen Farm and continues, eventually turning northeast, over Hockley Railway Viaduct, as far as the Five Bridges Road intersection. The second section of the route (240.2) continues from this point in a northbound direction. There is a 260m spur on this section which heads south, connecting with Hockley Link ending at Hockley Golf Club.

Section 240.1 connects with routes 120 and 130 of the Winchester District LCWIP at the South Winchester Park and Ride and Hockley Golf Club, respectively.

This section of the route comprises a mixture of roads with speed limits of 40, 50 and 60mph and runs for a total length of 2km.

Background

This route was included in the Winchester LCWIP Feasibility Study (2020) as route C1, following engagement with stakeholders.

There are eight bus services which can be accessed at the South Winchester Park and Ride, Otterbourne Road and the B3335. These are the WPR (Winchester Park and Ride Bus), 1, 63, N1, 61, 69, 623 and 691. These connect Winchester with Southampton, Fareham, Eastleigh and the villages in between. This route section supports the existing National Cycle Network and follows NCN route 23. NCN route 23 connects Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh.

Existing conditions

The route is formed of off-road shared use paths. There are three points where the route crosses the road, the first at the St. Cross roundabout is an uncontrolled crossing over four lanes of fast-flowing traffic, the second and third are at the Hockley Link and are controlled and uncontrolled signalised crossings respectively.

Barriers to walking and cycling

Sections of the route have narrow pathways, short steep areas and lack natural surveillance or any lighting.



240.1.1 – Otterbourne Road shared use pathway



240.1.4 – Itchen Farm entrance



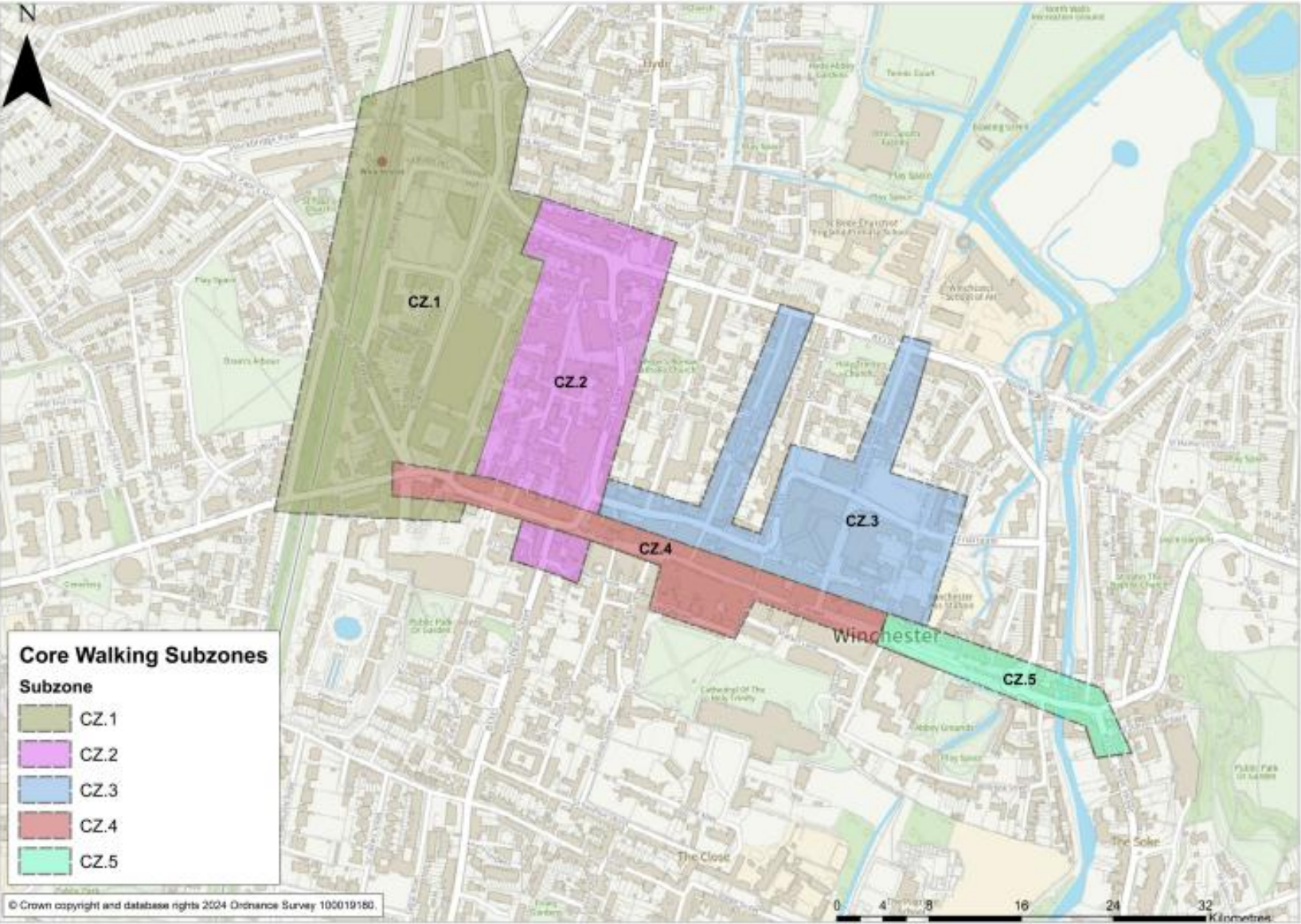
240.1.2 – Hockley Link crossing



240.1.5 – Off-highway shared use pathway

Core Walking Zone - example

Central City CWZ Sub-Zones



City Zone 1.1 Newburgh Street, Sussex Street, Tower Street, Upper High Street

Existing conditions

This section of the CWZ includes Newburgh Street, Sussex Street, Tower Street and also includes key links to other roads such as Romsey Road, Stockbridge Road and Andover Road. The majority of the roads in this part of the CWZ are also bus routes. Key destinations in this section include Winchester Railway Station, HCC offices and the Tower Street multistorey car park.

There is a lot of car parking provision within or immediately adjacent to this part of the CWZ, which includes the Tower Street (515 spaces) and Gladstone Street car parks (105 spaces), which are within the CWZ, and the railway station (411 spaces) and Worthy Lane car parks (150 spaces), which are immediately adjacent to the zone. This combined provision provides nearly 1,200 spaces. Due to the high volume of car parking in this location, lots of people drive to this part of town to either take the train or to walk into town or nearby locations. Therefore, it is important that the walking provision in this location is able to meet the needs of the high number of people walking here.

This section of the CWZ also has links to Oram's Arbour (via Upper High Street) which is a large and well-used open space surrounded by residential development. There are links here to the proposed Fulflood Liveable Neighbourhood scheme. This scheme looks to

enhance the area and make it more people rather than traffic focused (Figure 28) and making the area more pleasant to walk and cycle. The concept of liveable neighbourhoods in Winchester is supported by the Mini-Holland Feasibility Study.



Figure 28 – Fulflood Liveable Neighbourhood boundary

Part of the area around the railway station including the Worthy Lane and Cattle Market car parks (Figure 29) is known as Station Approach and is one of the strategic allocations in the emerging WCC Local Plan. It is just over 7ha with a mix of uses including car parks and some buildings. The site is allocated in the emerging Local Plan as a mixed-use site to include approximately 250 dwellings. The future of the site will be guided by a masterplan. In the draft policy in the Regulation 18 Local Plan, one of the criteria for the site is to ensure 'The proposals make a positive contribution towards improving the area as a key entrance to the town centre, enhancing

the public realm, improvements for people walking and cycling and permeability to the railway station, the surrounding area and other key destinations.'

This regeneration site provides a good opportunity to improve the walking and cycling provision in this area, which is especially important as it is a key gateway to the city for a significant number of people.



Figure 29 – Station Approach Regeneration Area

Whilst not within the boundary of the CWZ, there are other destinations within close proximity including Peninsula Square, Winchester Register Office and Winchester Law Courts.

Barriers to walking

This section of the CWZ includes two major junctions (Carfax and the High Street/Romsey Road/B3420 junction) which form barriers to walking. The Carfax

junction is a very busy, loud, wide signalised junction, with numerous signal-phased and short pedestrian crossing times. If you need to cross more than one arm, this can take quite some time. There is an underpass on one arm, but there is no natural surveillance here. The pavements are also uneven in some places.

The High Street/Romsey Road/Upper High Street B3420 junction is located directly outside the Hampshire County Council offices and is a key crossing point. There is on-street parking here and no pedestrian priority in this location. To the east and north of the mini roundabout there are narrow refuge islands. The location of the dropped kerbs and tactile encourages people to cross on Upper High Street immediately next to the mini roundabout with high traffic flows and no clear priority for people crossing. Visibility in this location for people crossing is also poor due to the building line obscuring the views along with on-street parking, in particular making it difficult to see motor traffic approaching from the Romsey Road arm.

Romsey Road is a well-used walking route to the hospital, university and the prison. The road is on a fairly steep gradient, with narrow pavements with very little space for passing. It is traffic dominated, noisy and not a pleasant place to walk. In spring 2024, a puffin crossing was installed as part of a trial scheme at the junction of Romsey Road with Clifton Terrace¹.

The railway line is a major barrier in this part of the CWZ. It creates severance and means there are limited

1 Clifton Terrace Crossing, Winchester | Transport and roads | Hampshire County Council (hants.gov.uk)

Next steps

- When it closes (9 March) we will review all the responses to help us shape the final document
- The responses from some of the questions feed into the prioritisation process
- The prioritisation and next steps chapters will then be added to the LCWIP document (spring 2025)
- The LCWIP will then go to a decision day for approval (after the elections)
- Complete the LCWIP for Winchester (City and District)

Questions about the consultation process?